

## STATE BUDGET

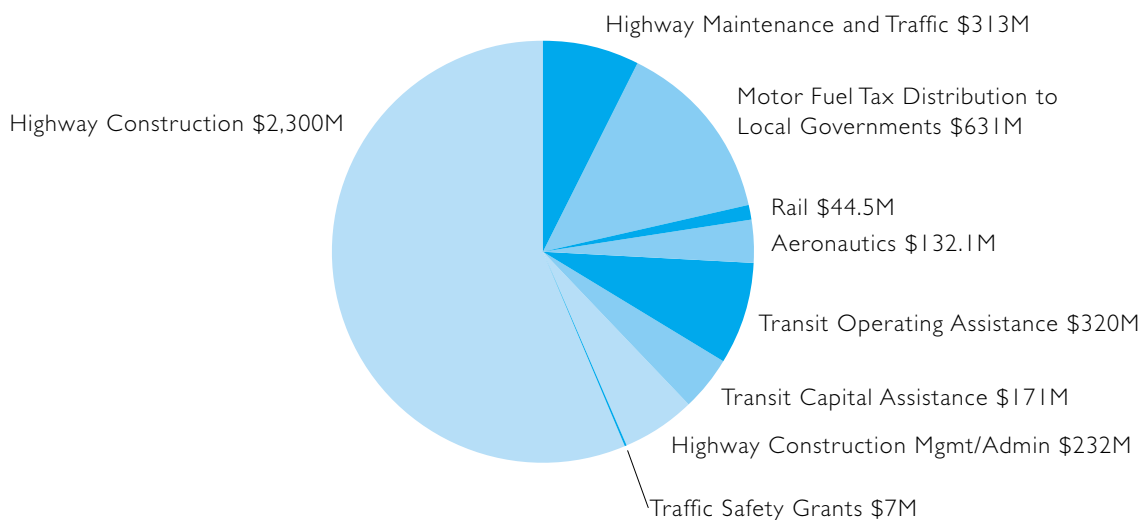
### OVERVIEW AND FY 2001 HIGHLIGHTS

The annual budget funds the first year of five-year capital programs for highways, public transportation, airports and rail. It also funds highway operations and maintenance, operating assistance for public transportation and state-supported rail passenger service, traffic safety programs and administrative support.

Several state and federal sources, including user fees and general revenue monies, fund IDOT's transportation programs. Local matching funds come from a variety of sources. Nearly all funding for planning, constructing and maintaining Illinois' highway system comes from fees collected from motorists who use the system.

The charts and tables on the following pages summarize the appropriations, funding sources, expenditures and revenues for the department's Fiscal Year 2001 programs.

### FY 2001 PROGRAM APPROPRIATIONS — \$4,150.6 MILLION



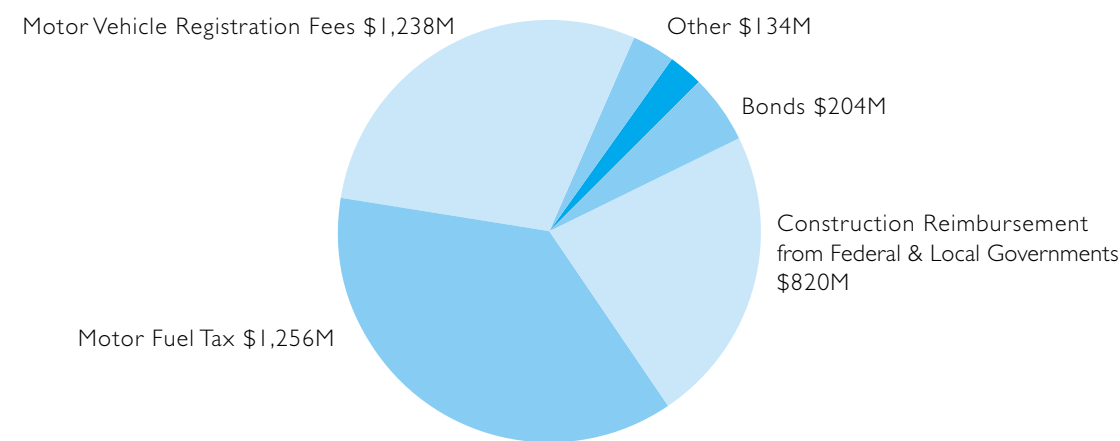
MAJOR TRANSPORTATION MODE	FUNDING SOURCES	TYPE OF FUND	AMOUNT/COMMENTS
<b>HIGHWAYS</b>	Federal	Highway Trust Fund	18.3 cents per gallon on gasoline; 24.3 cents per gallon diesel tax; 12.9 cents per gallon tax on gasohol; and other user fees (excise taxes on tires and auto parts)
	State	Motor Fuel Tax	19 cents per gallon; 2.5 cents per gallon differential for diesel fuel
	State	Vehicle Registration Fees	\$78—autos, pickup trucks; \$138-\$2,790—heavy trucks (based on weight); \$65—titles
	State	Series A Bonds	Repaid with highway user revenues
<b>TRANSIT</b>	Federal	Mass Transit Account of the federal Highway Trust Fund	A portion of the revenue is deposited for capital projects
	Federal	General Fund	Capital and operating assistance
	State	Series B Bonds	Capital assistance and primary match for federal funds
	State	Strategic Capital Improvement Program Bonds	Capital assistance to northeastern Illinois
	State	General Revenue Fund <sup>1</sup>	
<b>AERONAUTICS</b> <sup>2</sup>	Federal	Federal Airport and Airway Trust Fund	Aviation user fees
	State	Series B Aeronautics Bonds	
	State	General Revenue	
<b>RAIL</b>	Federal	Highway Trust Fund	A nominal amount of funding for high speed rail demonstration projects
	Federal	Rail Freight Loan Repayment Fund	Federal loans that are repaid to the state and placed into an interest-bearing account
	State	General Revenue Fund	
	State	State Rail Freight Loan Repayment Fund	State loans that are repaid to the state and placed into an interest-bearing account

<sup>1</sup>Reimbursement to transit districts that provide reduced fares for services to students, the elderly and individuals with disabilities; Public Transportation Fund for state operating assistance to the Regional Transportation Authority; Metro East Public Transportation Fund for state operating assistance to the St. Louis Metro East area; Downstate Public Transportation Fund for state operating assistance to 16 downstate transit agencies; and some capital assistance for projects with a short service life that do not qualify for bond funding.

<sup>2</sup>In addition to federal and state funding sources, a \$3 Passenger Facility Fee per flight from O'Hare International, Midway and Gary, Indiana, airports is collected by the City of Chicago and used for capital improvements at the three airports.

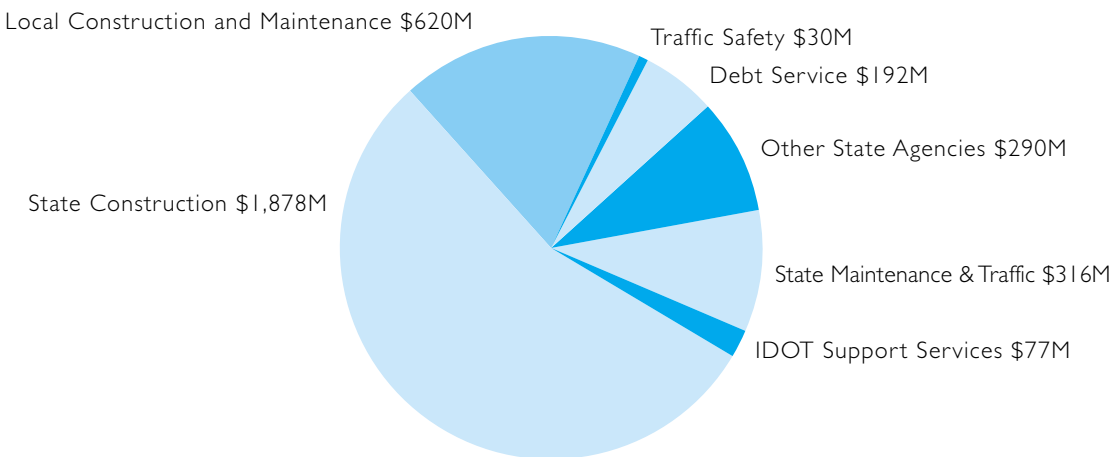
FY 2001 ILLINOIS HIGHWAY REVENUES—\$3,652 MILLION

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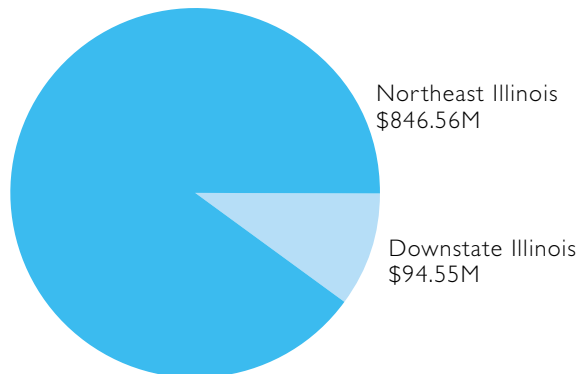
FY 2001 ILLINOIS HIGHWAY EXPENDITURES—\$3,403 MILLION

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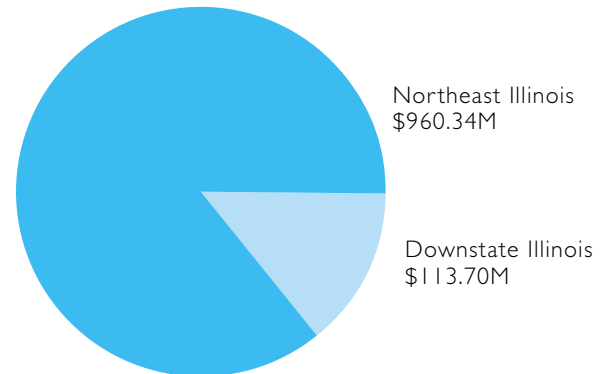


## FY 2001 PUBLIC TRANSPORTATION PROGRAM FUNDING—\$2,015.15 MILLION

### OPERATING ASSISTANCE—ALL SOURCES



### CAPITAL ASSISTANCE—ALL SOURCES



Program amounts are estimates that may differ from final appropriations.

OPERATING ASSISTANCE	
LOCATION/SOURCE	AMOUNT
<b>Northeast Illinois</b>	
Federal	\$220,000
State	\$271,500,000
Local	\$574,840,000
<b>Total</b>	<b>\$846,560,000</b>
<b>Downstate Illinois</b>	
Southwest	
Federal	\$370,000
State	\$16,200,000
Local	\$10,880,000
<b>Total</b>	<b>\$27,450,000</b>
Urbanized (Population 50,000+)	
Federal	\$3,870,000
State	\$33,780,000
Local	\$12,650,000
<b>Total</b>	<b>\$50,300,000</b>
Rural/Small urban (Population under 50,000)	
Federal	\$6,100,000
State	\$4,340,000
Local	\$6,360,000
<b>Total</b>	<b>\$16,800,000</b>
<b>TOTAL</b>	<b>\$941,110,000</b>

CAPITAL ASSISTANCE	
LOCATION/SOURCE	AMOUNT
<b>Northeast Illinois</b>	
Federal	\$519,740,000
State	\$355,000,000
Local	\$85,600,000
<b>Total</b>	<b>\$960,340,000</b>
<b>Downstate Illinois</b>	
Federal	\$79,980,000
State	\$6,150,000
Local	\$23,830,000
<b>Total</b>	<b>\$109,960,000</b>
<b>Statewide Paratransit</b>	
Federal	\$2,990,000
State	\$750,000
<b>Total</b>	<b>\$3,740,000</b>
<b>TOTAL</b>	<b>\$1,074,040,000</b>

## FY 2001 RAIL TRANSPORTATION PROGRAM FUNDING—\$44.5 MILLION

## Rail Passenger Program

## OPERATING ASSISTANCE

State-supported Trains \$10.2M

## CAPITAL ASSISTANCE—ALL SOURCES

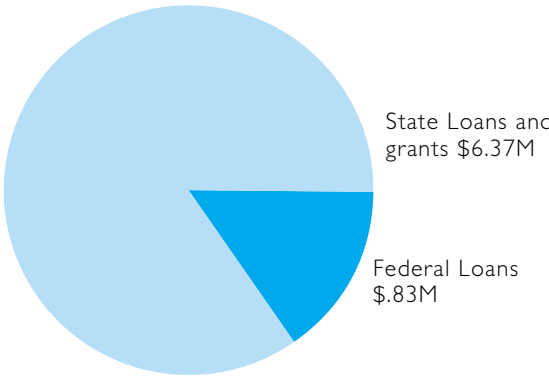
High-speed Rail \$27.1M

Federal—\$7M; and State—\$20.1M.

## State-supported Station

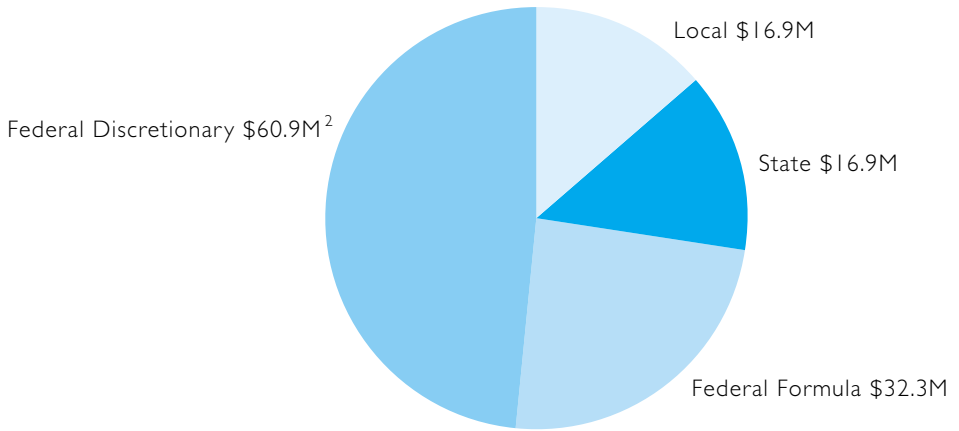
Improvements \$.1M

## Rail Freight Program



Program amounts are estimates that may differ from final appropriations.

## FY 2001 AIR TRANSPORTATION PROGRAM FUNDING—\$127 MILLION



<sup>1</sup> Entitlement funds for specific primary airports based on number of passengers enplaned and apportioned funds based on land area and population.

<sup>2</sup> FAA-determined funds for eligible airports.

Program amounts are estimates that may differ from final appropriations.

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## LEGISLATIVE CHANGES

### TRAFFIC SAFETY

#### *- Construction, School and Emergency Zone Safety*

##### **Urging continued funding of work zone safety program** - *to promote safety in road construction zones*

House Resolution 372 urged the continued funding by the Illinois Department of Transportation and the Illinois State Police of their initiatives to address work zone safety and urged the Governor to sign House Bills 198 and 3246, which also promote safety in road construction work zones.

##### **Increasing fines for speed limit violations in school and highway work zones** - *to protect highway construction workers and schoolchildren*

Public Act 92-242, effective Jan. 1, 2002, amended the Illinois Vehicle Code to increase the fines for second and subsequent speed limit violations in highway work zones and school zones. The minimum penalty for a second or subsequent violation is increased from \$150 to \$300.

##### **Yielding to emergency vehicles** - *to protect emergency workers' lives*

Public Act 92-283, effective Jan. 1, 2002, amended the Illinois Vehicle Code to provide that a driver will yield the right-of-way by making a lane change if it is safe to do so or will reduce speed and proceed with caution when approaching a stationary authorized emergency vehicle displaying flashing warning lights. It provides that punishment for this offense includes fines and the possibility of suspension of the offender's driver's license.

#### *- DUI Prevention and Penalties*

##### **Tightening penalties for DUIs in school zones** - *to protect schoolchildren*

Public Act 92-429, effective Jan. 1, 2002, amended the Illinois Vehicle Code. The law makes driving under the influence in a school zone while the 20-mile-per-hour speed limit is in effect and being involved in an accident that resulted in bodily harm, other than great bodily harm or permanent disability or disfigurement, an aggravated driving under the influence offense.

##### **Distributing additional DUI fines** - *to provide additional health care for crash victims and support for law enforcement*

P.A. 92-431, effective Jan. 1, 2002, increases the additional fine collected from a DUI violator for distribution to the law enforcement agency that made the arrest and provides for certain amounts of those fines to be deposited into the Trauma Center Fund and the Spinal Cord Injury Paralysis Cure Research Trust Fund.

**Toughening DUI penalties** - *to make Illinois roads safer*

Public Act 92-418, effective Aug. 17, 2001, imposes additional penalties for persons convicted of DUI if the blood alcohol content (BAC) of the person's blood or breath is 0.16 or higher, or if the BAC is 0.08 or higher and a child under the age of 16 is in the vehicle.

The law provides that any person whose driving privileges are suspended or revoked two or more times because chemical testing revealed the BAC exceeded the allowable limit is required to have his or her vehicle equipped with an ignition interlock device if issued a restricted driving permit (RDP). The law provides that the RDP may not be issued until one year after the date the current revocation went into effect.

**Toughening DUI sentencing** - *to keep unsafe drivers off the roads*

Public Act 92-420, effective Aug. 17, 2001, deletes language limiting sentencing for certain aggravated DUI offenses to not less than one year and not more than three years imprisonment. This law will allow courts, at their discretion, to impose extended term sentences on violators.

**Strengthening penalties for DUI repeat offenders** - *to protect the motoring public*

Public Act 92-183, effective July 27, 2001, amended the Unified Code of Corrections to prevent the courts from imposing a sentence of probation, periodic imprisonment or conditional discharge for an offender convicted of a fourth or subsequent DUI when that violator's driver's license was suspended or revoked for offenses including: driving under the influence; failing to submit to blood alcohol testing; leaving the scene of an accident; and reckless homicide.

**Increasing penalties for DUI repeat offenders** - *to protect the motoring public*

Public Act 92-248, effective Aug. 3, 2001, amended the Illinois Vehicle Code and the Unified Code of Corrections to increase the penalties imposed on DUI offenders as follows:

- Prevents the issuance of a restricted driving permit or hardship license to a repeat DUI offender, imposing a driver's license suspension of at least one year with no relief.
- Requires the Secretary of State to mandate the installation of ignition interlock devices in all vehicles owned by a person committing a second or subsequent violation for driving under the influence.
- Increases the minimum penalty for a second offense to five days of imprisonment or 30 days of community service.
- Changes the law to clarify that the \$500 fine and 10 days of community service in a program benefiting children for a second DUI offense while transporting a child under 16 years of age is in addition to the penalty of five days of imprisonment or 30 days of community service imposed for committing a second DUI offense.
- Increases the minimum penalty to 10 days of imprisonment or 60 days of community service for aggravated DUI where a person receives probation or conditional release.
- Requires individuals to undergo the treatment deemed appropriate under the mandatory professional evaluation to determine if an alcohol or drug abuse problem exists and clarifies that treatment is only required if deemed necessary in the evaluation. The law currently requires persons convicted of driving under the influence to undergo the assessment but is silent as to the treatment.

*- Child Safety Seats and Seat Belts*

**Restraining more children in car seats or seat belts** - *to protect more children from injuries*

Public Act 92-171, effective Jan. 1, 2002, amended the Child Passenger Protection Act to require every person transporting a child between the ages of 4 years and 16 years of age (previously from 4 to 6 years of age) to restrain that child in either a car seat or seat belt.

**Increasing fines for child safety seat violation** - *to protect children from harm*

Public Act 92-173, effective Jan. 1, 2002, amended the Child Passenger Protection Act, increasing the minimum fine for failing to secure a child in a safety seat from \$25 to \$50, and from \$50 to \$100 for subsequent offenses.

*- Railroad Crossing Safety*

**Improving enforcement efforts at railroad crossings** - *to prevent collisions between trains and vehicles*

Public Act 92-245, effective Aug. 3, 2001, lowered the fine for the first violation of failing to obey a railroad signal to \$250 from \$500 but no longer allows community service in lieu of a fine.

The law also made changes to the DuPage County ICC pilot program on automated railroad grade crossing enforcement systems, increasing the length of the pilot program from two years to five years. The law allows a local law enforcement agency to issue a citation to an operator who is the crossing violator and not the owner of a vehicle only after the registered owner notifies the agency about the operator. It sets the penalty for violation of the system at \$250 for a first offense and \$500 for a second or subsequent offense. For second or subsequent offenses, the law also allows the Secretary of State to suspend the registration of the motor vehicle for a period of at least six months.

**Matching federal truck regulations** - *to promote railroad-highway grade crossing safety*

Public Act 92-249, effective Jan. 1, 2002, amended the Illinois Vehicle Code to bring Illinois into compliance with federal motor carrier safety regulations.

*- Driver's Licenses and Vehicle Registrations*

**Tightening suspended driver's licenses for reckless homicide** - *to protect the motoring public*

Public Act 92-343, effective Jan. 1, 2002, amended the Illinois Vehicle Code, specifying that a person whose driver's license is suspended for reckless homicide may not seek license reinstatement until 24 months after being released from prison.



**Informing vehicle owners of teen driver violations** - *to protect the motoring public*

Public Act 92-344, effective Aug. 10, 2001, amended the Illinois Vehicle Code to provide for a pilot program in DuPage, Kendall and Sangamon counties. When a driver under the age of 18 receives a citation while driving a vehicle not registered in his or her name, the circuit clerk will send notice of the issuance of a citation within 10 days after a traffic citation is filed to the registered owner of the vehicle.

**Toughening driver's license violations** - *to make Illinois roads safer*

Public Act 92-340, effective Aug. 10, 2001, requires a person convicted of a second violation of driving with a suspended or revoked license to serve 100 hours of community service. For a third violation, a person must serve 30 days of imprisonment or 300 hours of community service.

The law increases the minimum consecutive days of imprisonment - from seven to 10 - that a person will serve for driving with a suspended or revoked license due to a DUI violation, leaving the scene of an accident resulting in injury or death, reckless homicide, or failing to submit to chemical testing. For a second violation, which is a Class 4 felony, a person must serve 30 days of imprisonment or 300 hours of community service. A third violation is a Class 4 felony, and a person must serve at least 30 days of imprisonment. A fourth or subsequent violation is a Class 4 felony, and a person must serve at least 180 days of imprisonment. In addition to any other punishments that may be imposed for a fourth or subsequent violation of any portion of this section of the law, the court may seize the license plates of the offender's vehicle or immobilize the offender's vehicle for a period of time to be determined by the court.

**Improving serious accident reporting process** - *to toughen penalties for young drivers*

Public Act 92-137, effective July 24, 2001, provides that the State's Attorney must notify the Secretary of State of the charges pending against any person younger than 18 years of age who has been charged with a violation of the Illinois Vehicle Code or the Criminal Code arising out of an accident in which the person was the driver and allegedly caused the death of or serious injury to another person. It also provides that the Secretary of State may deny the driver's license of any person against whom the charges are pending.

**Suspending truck registrations** - *to promote tougher enforcement*

Public Act 92-437, effective Aug. 17, 2001, amended the Illinois Vehicle Code to allow the Secretary of State to suspend the registration of a commercial motor vehicle in the following instances:

- When determined that the vehicle owner has not paid a civil fine, penalty, or settlement agreement arising from violations of regulations under the Illinois Motor Carrier Safety Law or the Illinois Hazardous Materials Transportation Act.
- When determined that a vehicle registered for a gross weight of more than 16,000 pounds within an affected area is not in compliance with the provisions of the annual emissions inspection testing required under the Illinois Vehicle Code.

*HIGHWAYS -*

**Determining miles of local roads capable of carrying 80,000-pound vehicle loads and subsequent construction costs** - *to increase truck routes in Illinois*

House Resolution 190 directed the Illinois Department of Transportation to conduct a study, in cooperation with municipalities and county and township road commissioners, to determine the number of miles of county highways and township roads that need improvement to withstand a weight of 80,000 pounds and the necessary costs.

*AERONAUTICS -*

**Increasing penalties for operating aircraft while under the influence** - *to promote safer skies*

Public Act 92-517 amended the Illinois Aeronautics Act to increase the penalties for persons intoxicated and working in or about an aircraft. Various penalties are increased from misdemeanor charges to felonies.

**Revealing land owner names around potential airport sites** - *to promote full disclosure to the public*

Public Act 92-294, effective Aug. 9, 2001, created the Airport and Correctional Facility Land Disclosure Act. The Act prohibits the state and local governments from entering into an agreement for the use or acquisition of land intended for an airport unless full disclosure of all individuals and entities holding any beneficial interest in the land is made.